11367/990

NAUTICAL CHART 11367
INTRACOASTAL WATERWAY
WAVELAND TO CATAHOULA BAY
MISSISSIPPI – LOUISIANA

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)
Soundings in the Mississippi River above the Head of Passes are referred to the Average Low Water Plane.

HEIGHTS
Heights in feet above Mean High Water

AUTHORITIES
Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district for the date shown in the lower left-hand corner.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.710" northward and 0.253" westward to agree with this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical	G green	Mo morse code	R TR radio tower	
Al. alternating	Gp group	N num	Rot rotating	
Bk black	IQ interrupted quick	OBSC obscured	s seconds	
Bn beacon	Iso isophase (2 int)	Oc occulting	SEC sector	
C can	LT HO lighthouse	Or orange	St M statute miles	
DIA diaphone	M nautical miles	Q quick	VQ very quick	
F int equal interval (fast)	m minutes	R red	W white	
f fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle	
Fl flashing	Mtr meters	R Bn radiobeacon	Y yellow	

Bottom characteristics

Bld boulders	Co coral	gy gray	Oys oysters	so soft
br broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gra grass	M mud	S sand	sy sticky

Miscellaneous

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

△1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS, International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus, ——

SIDE B

CONTINUES ON CHART 11352
CONTINUED ON CHART 11352
CONTINUED ON CHART 11332
CONTINUED ON CHART 11364
JOINS CHART 11355 (SIDE A)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Gas and Oil Well Structures
Gas and oil well structures exist within the area of Lake Salvador.
Submarine Pipelines and Cables
Uncharted submarine oil and gas pipelines and submarine cables may exist within the area of this chart. Mariners should use caution when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RULES OF THE ROAD (ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

INTRACOASTAL WAYWAY
Project Depths
Intracoastal Waterway, Fla. to Brownsville, Tex.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock. Lis and are indicated thus: 90 MILES. Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides an added information to simply identify aids to navigation as marking the Intracoastal Waterway.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852.

MISSISSIPPI RIVER EXTENSION
SCALE 1:40,000

SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin-diving flag is red square with a diagonal white stripe is displayed.

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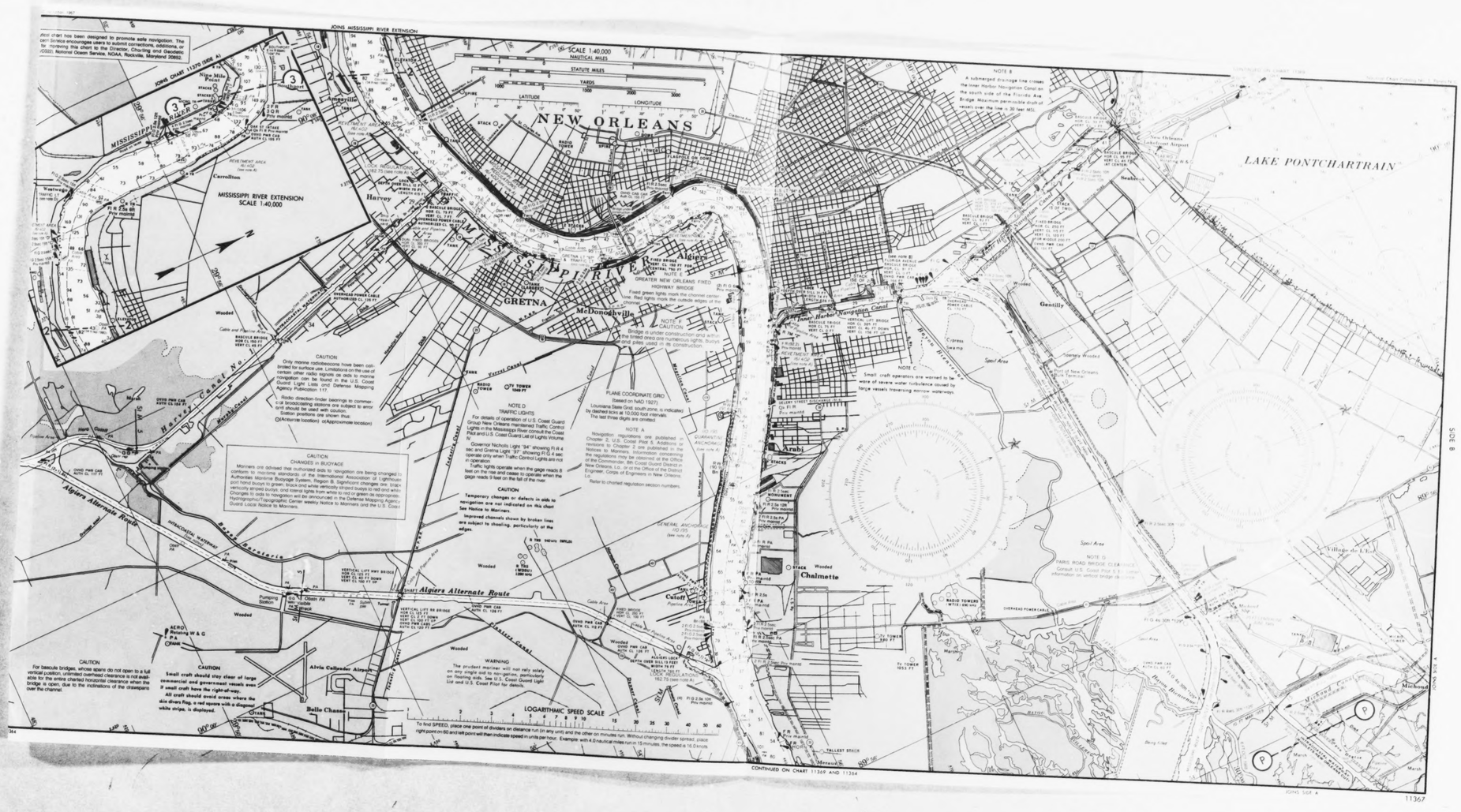

JOINS MISSISSIPPI RIVER EXTENSION
MISSISSIPPI RIVER EXTENSION
SCALE 1:40,000
NEW ORLEANS
LAKE PONTCHARTRAIN
MISSISSIPPI RIVER
GRETNA
Algiers
Harvey
Carrollton
Westwego
Marrero
Belle Chasse
Alvin Callender Airport
Algiers Alternate Route
Harvey Canal
Harvey Lock
Algiers Lock
Inner Harbor Navigation Canal
Chalmette
Arabi
Gentilly
Seabrook
Michoud
Village de L'Est
McDonoghville
Cutoff
Belle Chasse
Alvin Callender Airport
Naval Air Station
New Orleans Lakefront Airport
Point Clear
Bayou Bienvenue
Bayou Terrebonne
Intracoastal Waterway
Gulf Intracoastal Waterway
Mississippi River-Gulf Outlet
Violet Canal
Florida Ave. Canal
Paris Road Bridge
Claiborne Ave. Bridge
Greater New Orleans Fixed Highway Bridge
CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(A)Actuate location) o(Approximate location)
CAUTION
CHANGES IN BUOYAGE
Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.
NOTE D
TRAFFIC LIGHTS
For details of operation of U.S. Coast Guard Group New Orleans maintained Traffic Control Lights in the Mississippi River consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.
Governor Nicholls Light "84" showing Fl R 4 sec and Gretna Light "97" showing Fl G 4 sec operate only when Traffic Control Lights are not in operation
Traffic lights operate when the gage reads 8 feet on the rise and cease to operate when the gage reads 9 feet on the fall of the river.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart See Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the dive divers flag, a red square with a diagonal white stripe, is displayed.
CAUTION
For bascule bridges, whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, La., or at the Office of the District Engineer, Corps of Engineers in New Orleans, La.
Refer to charted regulation section numbers.
NOTE B
A submerged drainage line crosses the Inner Harbor Navigation Canal on the south side of the Florida Ave. Bridge. Maximum permissible draft of vessels over the line is 30 feet MLLW.
NOTE C
Small craft operators are warned to be aware of severe water turbulence caused by large vessels traversing narrow waterways.
NOTE G
PARIS ROAD BRIDGE CLEARANCES
Consult U.S. Coast Pilot 5 § 1.1 for information on vertical bridge clearances.
PLANE COORDINATE GRID
(Based on NAD 1927)
Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.
LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
CONTINUED ON CHART 11368 AND 11364
SIDE B
11367

CONTINUED ON CHART 11369

CONTINUED ON CHART 11371

SIDE A

JOHN POPE

SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

LAKE PONTCHARTRAIN

LAKE BORGNE

LAKE ST CATHERINE

THE RIGOLETS

CHEF MENTEUR PASS

NORTH SHORE CHANNEL

Irish Bayou Lagoon

Little Woods

Lake Maisson

Lake Antoinne

Lake Marseille

Lake Michaud

Lagoon Maisson

Bayou Sauvage

Venetian Isles

Middle Ground

Shell Beach

Bay Jaune

Wooms Island

Double Bayou Lagoon

Stump Lagoon

Catholic Chapel

Grand Cap Pt.

Lake Catherine

Rigolets

Bayou Lacombe

Pearl River

West Pearl River

East Pearl River

Johnson Pass

JOHNSON ISLAND

HOG ISLAND

RABBIT ISLAND

Little Lake

Desert Island

Honey I.

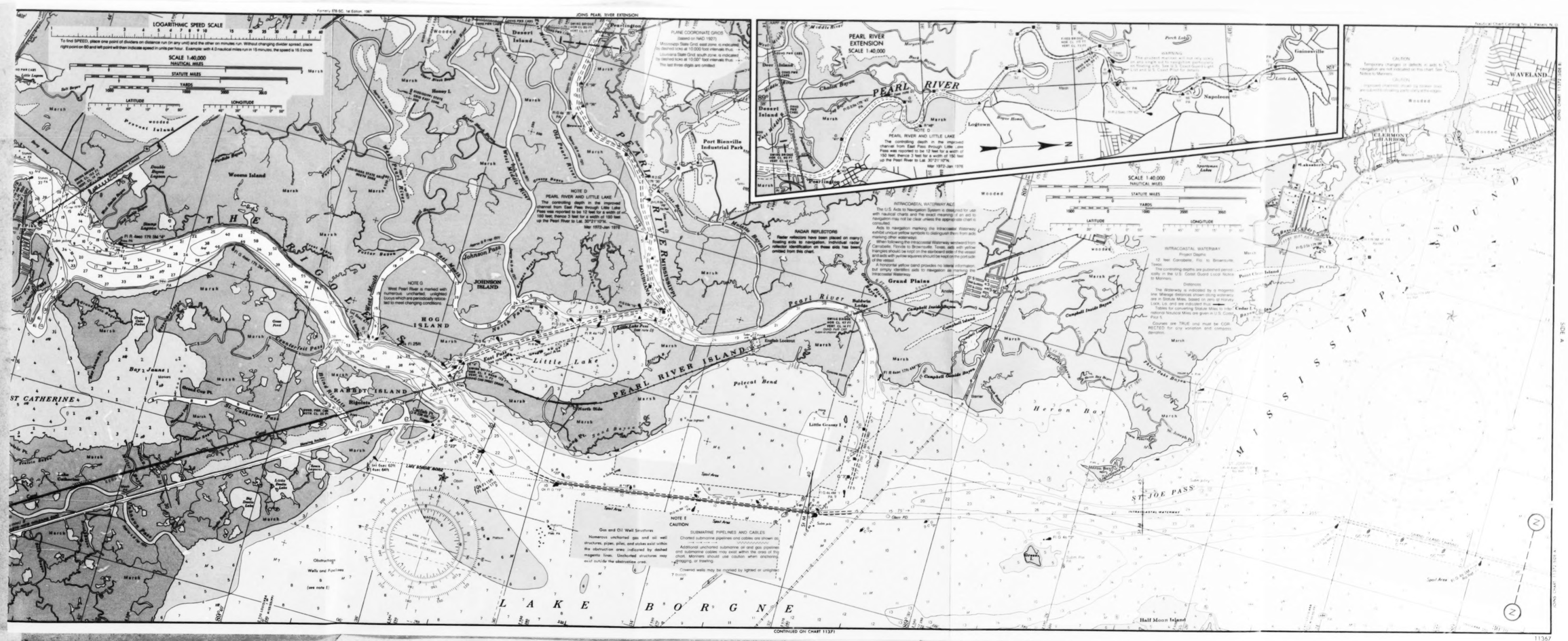
NOTE F
CAUTION
Oil well structures exist within the area of Lake St Catherine

NOTE G
West Pearl River is marked with numerous unlighted buoys which are periodically relocated to meet changing conditions.

NOTE D
PEARL RIVER AND LITTLE LAKE
The controlling depth in the improved channel from East Pass through Little Lake Pass was reported to be 12 feet for a width of 150 feet; thence 3 feet for a width of 150 feet up the Pearl River to Lat. 30°21'10"N.
Mar 1972 (Jan 1976)

11367 22nd Ed., Aug. 25/90

CONTINUED ON CHART 11371


LOGARITHMIC SPEED SCALE
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
PEARL RIVER EXTENSION
SCALE 1:40,000
PEARL RIVER
NOTE D
PEARL RIVER AND LITTLE LAKE
The controlling depth in the improved channel from East Pass through Little Lake Pass was reported to be 12 feet for a width of 150 feet; thence 3 feet for a width of 180 feet up the Pearl River to Lat. 30°21'10"N.
Mar 1972-Jan 1976
NOTE G
West Pearl River is marked with numerous uncharted, unlighted buoys which are periodically relocated to meet changing conditions.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking this Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway eastward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
Grand Plaisa
INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, Fla. to Brownsville, Texas.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along waterways are in Statute Miles, based on aids at Harvey Lock, La. and are indicated thus: Cedar L
Tables for converting Statute Miles to Nautical Miles and Nautical Miles to Statute Miles are given in U.S. Coast Pilot 5.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.
NOTE E
CAUTION
Gas and Oil Well Structures
Numerous uncharted gas and oil well structures, pipes, piles, and wrecks exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and cables are shown as Additional uncharted submarine oil and gas pipelines and submarine cables may exist within the area of this chart. Mariners should use caution when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted
Obstruction
Wells and Pipelines
(see note E)
LAW RANGE ROAD
CONTINUED ON CHART 11371
JOINS PEARL RIVER EXTENSION
PLANE COORDINATE GRIDS
(based on NAD 1927)
Mississippi State Grid: east zone is indicated by dashed ticks at 10,000 foot intervals thus: --+--
Louisiana State Grid: south zone is indicated by dashed ticks at 10,000 foot intervals thus: --+--
The last three digits are omitted.
Pearl River
Rabbets Lake
Campbell Islands Bayou
Pearl River Islands
Polecat Bend
Little Graney I.
Heron Bay
Half Moon Island
Napoleon
Logtown
Gainesville
WAVELAND
CLERMONT HARBOR
Pt. Clara
Cedar I.
Bayou
Island
Marsh
Wooded
Spoil Area
Grass
Sand
Rock
Wreck
Obstn
Fl R
Fl G
Oc R
Oc G
Q R
Q G
Mo (A)
Mo (U)
Iso R
Iso G
Iso W
Gp Fl (2)
Gp Fl (3)
Gp Fl (4)
Gp Fl (5)
Gp Oc (2)
Gp Oc (3)
Gp Oc (4)
Gp Oc (5)
Gp Q (2)
Gp Q (3)
Gp Q (4)
Gp Q (5)
Gp Iso (2)
Gp Iso (3)
Gp Iso (4)
Gp Iso (5)
Gp Mo (A) (2)
Gp Mo (A) (3)
Gp Mo (A) (4)
Gp Mo (A) (5)
Gp Mo (U) (2)
Gp Mo (U) (3)
Gp Mo (U) (4)
Gp Mo (U) (5)
Fl Bell
Fl Whis
Fl Horn
Fog Det Lt
Fog Det Lt Fl R
Fog Det Lt Fl G
Fog Det Lt Oc R
Fog Det Lt Oc G
Fog Det Lt Q R
Fog Det Lt Q G
Fog Det Lt Iso R
Fog Det Lt Iso G
Fog Det Lt Iso W
Fog Det Lt Gp Fl (2)
Fog Det Lt Gp Fl (3)
Fog Det Lt Gp Fl (4)
Fog Det Lt Gp Fl (5)
Fog Det Lt Gp Oc (2)
Fog Det Lt Gp Oc (3)
Fog Det Lt Gp Oc (4)
Fog Det Lt Gp Oc (5)
Fog Det Lt Gp Q (2)
Fog Det Lt Gp Q (3)
Fog Det Lt Gp Q (4)
Fog Det Lt Gp Q (5)
Fog Det Lt Gp Iso (2)
Fog Det Lt Gp Iso (3)
Fog Det Lt Gp Iso (4)
Fog Det Lt Gp Iso (5)
Fog Det Lt Gp Mo (A) (2)
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Fog Det Lt Fog Det Lt
Fog Det Lt Fog Det Lt Fl R
Fog Det Lt Fog Det Lt Fl G
Fog Det Lt Fog Det Lt Oc R
Fog Det Lt Fog Det Lt Oc G
Fog Det Lt Fog Det Lt Q R
Fog Det Lt Fog Det Lt Q G
Fog Det Lt Fog Det Lt Iso R
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Fog Det Lt Fog Det Lt Iso W
Fog Det Lt Fog Det Lt Gp Fl (2)
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Fog Det Lt Fog Det Lt Fl Bell
Fog Det Lt Fog Det Lt Fl Whis
Fog Det Lt Fog Det Lt Fl Horn
Fog Det Lt Fog Det Lt Fog Det Lt
Fog Det Lt Fog Det Lt Fog Det Lt Fl R
Fog Det Lt Fog Det Lt Fog Det Lt Fl G
Fog Det Lt Fog Det Lt Fog Det Lt Oc R
Fog Det Lt Fog Det Lt Fog Det Lt Oc G
Fog Det Lt Fog Det Lt Fog Det Lt Q R
Fog Det Lt Fog Det Lt Fog Det Lt Q G
Fog Det Lt Fog Det Lt Fog Det Lt Iso R
Fog Det Lt Fog Det Lt Fog Det Lt Iso G
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Fog Det Lt Fog Det Lt Fog Det Lt Gp Fl (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Fl (5)
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Fog Det Lt Fog Det Lt Fog Det Lt Gp Oc (3)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Oc (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Oc (5)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Q (2)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Q (3)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Q (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Q (5)
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Fog Det Lt Fog Det Lt Fog Det Lt Gp Iso (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Iso (5)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (A) (2)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (A) (3)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (A) (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (A) (5)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (U) (2)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (U) (3)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (U) (4)
Fog Det Lt Fog Det Lt Fog Det Lt Gp Mo (U) (5)
Fog Det Lt Fog Det Lt Fog Det Lt Fl Bell
Fog Det Lt Fog Det Lt Fog Det Lt Fl Whis
Fog Det Lt Fog Det Lt Fog Det Lt Fl Horn

11367